

## KIDD AND HIS WEALTH.

THE STORY OF THE FAMOUS OLD PIRATE AND HIS DEEDS.

How He Began His Career—The Theory that He was a Victim of Circumstances—Others Who Should Have Been Also Brought to Account.

William Kidd was born in Scotland and married Sarah Wort of New York. Several men of London, England, subscribed money, formed a joint stock company, bought the Adventure Galley, fitted her with proper armament, and provisioned her at a cost of £600. They employed Mr Kidd as commander, and furnished him with a commission to act against the French and pirates, or, in other words, as a privateer. The King was to receive one-tenth of whatever the vessel brought home.

On the way down from London his vessel was boarded by an impressment crew, his crew taken, and he had to go ashore and secure such seamen as he could who were well fitted to act as privateersmen. He sailed, and after being absent a year it began to be talked that his acts savored of piracy. When his voyages in the Indian ocean were finished he set sail, and appeared in the Sound of New York and set goods on shore at several places. He established himself at Gardiner's Island, near the Long Island shore, and sent word to Lord Belmont at Boston, by a man named Emmot, that he had with him ten thousand dollars' worth of goods, and had left the Quedah Merchant at Hispaniola in a creek there with a valuable cargo; that he would prove his innocence of what he had been charged with. The letters of Kidd and statements of Emmot and two French passes were placed by Belmont before his Majesty's Council, who at the same time describes Kidd's messenger as "a cunning Jacobite, a fast friend of Fletcher's and my avowed enemy." With their consent and in their presence, he furnished Mr. Kidd a "safe conduct." Capt. Kidd relied on this, and came to Boston with his wife and took lodgings at Duncan Campbell's the most luxurious house of entertainment in Boston, where he remained several days.

On July 3, 1699, he was summoned before His Excellency and Council to give an account of his proceedings on his late voyage to Madagascar. After Capt. Kidd had given a summary account of his doings, of the cargo on the sloop now in port and also on board the vessels left at Hispaniola they required of him to give a detailed account of his voyages, captures, &c. Capt. Kidd found that the safe conduct which they issued was merely intended to induce him to come to Boston, where he would be deprived of his liberty. He did not make any further statement, and the Council ordered his arrest and imprisonment, seized his treasure chest at Gardiner's Island, and took everything that his wife had. The treasure chest contained quite a variety of articles, and the following is a list of its contents:

No. 1, one bag of gold dust, 63½ ounces.  
No. 2, one bag of coined gold, 11 ounces; one bag of coined gold, 124 ounces.  
No. 3, one bag of gold dust, 24½ ounces.  
No. 4, one bag of silver rings, 4½ ounces.  
No. 5, one bag of precious stones, 12½ ounces.  
No. 6, one bag of unpolished precious stones.  
No. 7, one bag of pieces of crystal carnelian.  
No. 8, one bag of silver buttons and lumps.  
No. 9, one bag of broken silver, 173½ ounces.  
No. 10, one bag of gold bars, 333½ ounces.  
No. 11, one bag of gold bars, 283½ ounces.  
No. 12, one bag of gold dust, 59½ ounces.  
No. 13, one bag of silver, 309 ounces.

The Earl of Belmont was evidently anxious to get possession of the ship and treasure, and preferred negotiation to immediate hostile measures. Mr. Kidd seemed to have been willing to surrender ship and treasure, but wished in doing so to have an assurance or guarantee of his own protection.

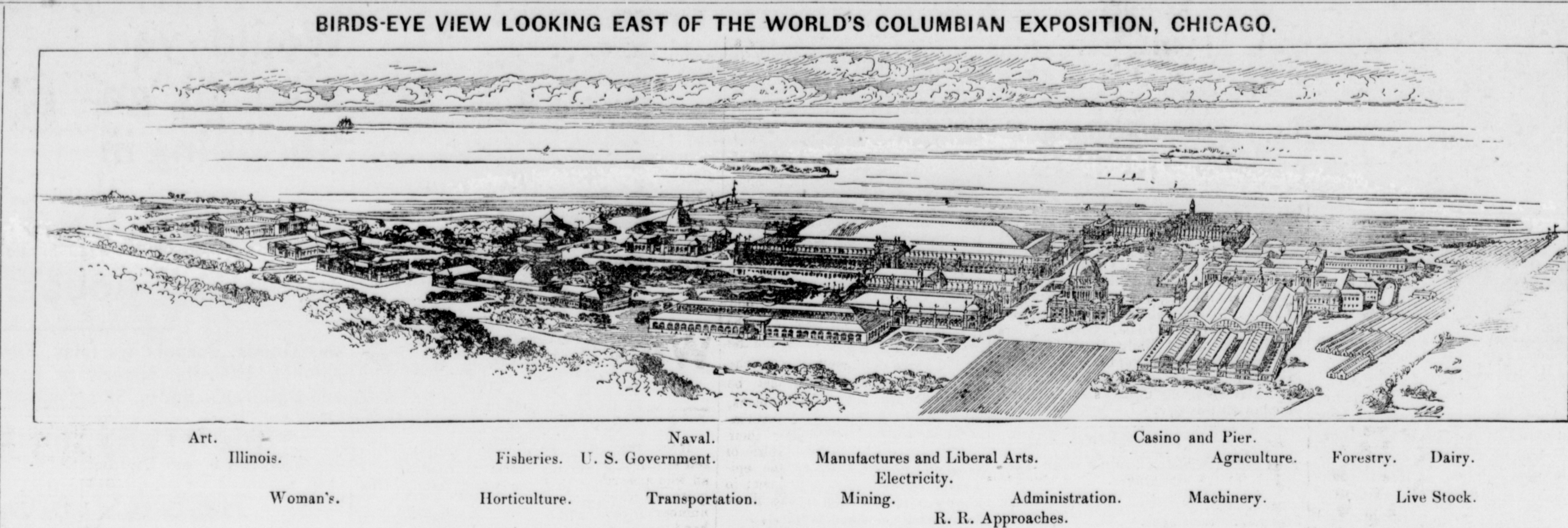
Capt. Kidd requested that he should be taken as a prisoner to Hispaniola to bring back the Quedah Merchant. Belmont refused. To this refusal of Belmont we are indebted to the fact that no man knows where that treasure is to-day. It is the treasure in search of which the whole coast of New England has been visited. The law officers and those of the council who were known as legal gentlemen decided and argued that there was no authority to send him to England. Belmont and his Council had an elephant on their hands which they did not care for. Opportunity was allowed for his escape, but he declined the boon. In my possession is a deposition which is the evidence, and also that money was ready for him. The authorities here retained those papers which he acted under, and sent him to England for trial. Mrs. Kidd's jewels, a silver tankard, a silver mug, silver porringer, spoons and forks were returned to her, with other pieces of plate and two hundred and sixty pieces of eight.

In England he was confined closely in prison two years and permitted no counsel. The Government was represented by four men. Kidd was tried both for murder and for piracy. The murder which he was supposed to have committed was that of Moor, his gunner, whose death resulted from a blow given by a water bucket in a fight without premeditation. No sentence but that of manslaughter was justified by the evidence. He was found guilty of murder. In the trial for piracy he was treated with the same injustice.

He claimed that his commission justified his seizing the Quedah Merchant, for he said she was sailing under a French pass when he took her. These passes and other papers were in the possession of Belmont, and Kidd could not produce them. This case was tried outside of the court by public hearing. The verdict rendered decided to let his confederates, the joint stock company and the King, escape public censure. The severest criticism made upon the affair was that Belmont, Somers, Halifax, and others were guilty if he was. Nearly all the privateers fitted out at that time pursued the same course. It so happened that it was for the interest of all parties except Capt. Kidd that he should be the victim, and that his name and his memory should be blackened with crimes of the darkest dye.—S. P. Maberry, in Portland Transcript.

Two of a Kind not a Pair.

In Thuringia there is a whole district which is dependent for its support on the manufacture of artificial eyes; husbands, wives, and children all working together at this same means of livelihood. And turn out their produce by the dozen, no two eyes are ever the same. No artificial eye has



its exact fellow either in colour or in size in the whole world. The method of the manufacture is not a very complicated art. There are, firstly, glass plates which are blown by glass jets, then moulded by hand into the form of an oval-shaped cup. Then there is the colouring of the eyes, which is effected by means of tracing with fine needles, the tints being left to the taste of the individual worker, though the scope of their taste is necessarily limited to greys and blues and browns and blacks.

## IMPRISONED, THOUGH INNOCENT.

How a Weak Minded Man Was Made the Scapegoat for Fisk and Gould.

"There died in Susquehanna county, Pa., not long ago," said the former railway official, "a very old man who was familiarly known as Stonewall Jackson. His real name was John Bowen, and twenty years or so ago he gained an unenviable notoriety throughout the country as the 'Fiend of Carr's Rock,' he having confessed to the deliberate placing of obstructions on the track of the Erie Railway at the high precipice overlooking the Delaware River near Pond Eddy, by which an express train was hurled over the precipice to the river below, and a large number of passengers were killed outright, others being drowned and others buried alive in the wreck. This terrible disaster is known to history as the Carr's Rock disaster. It was the result of a broken rail at that dangerous spot, and purely an accident, for, notwithstanding John Bowen's confession of having caused the wreck, he knew nothing whatever about it. That confession has a curious story.

"While the catastrophe at Carr's Rock was due to an accidental cause, it should have been discovered by the track walker and the train signalled in time to prevent the disaster. The track walker was negligent in his duty. The railroad was then in charge of Fisk and Gould. The company was threatened by no end of suits for damage by injured passengers and the heirs of dead ones. It was important that the company should show that the wreck was the result of causes entirely beyond its control or responsibility. The charge that the train had been thrown from the track by wreckers was made immediately after the accident occurred. Several arrests were made of men charged with complicity in the alleged crime, but they were all discharged for want of evidence. Then John Bowen, a shiftless, weak-minded old man, who lived in the vicinity of Pond Eddy, was arrested on the charge of being the wrecker. He was placed in the Pike county jail and indicted.

"The day before he was to have been arraigned for trial he was visited by a railroad official, the railroad's attorney, and the District Attorney of Pike county. The result of that visit was a confession, signed by Bowen, but written by another, in which he declared that he had placed obstructions on the track to wreck the train so that he could rob the passengers who might be killed or wounded. The confession was produced in court, and Bowen, much to his own surprise, as every one in the court could not help but notice, was sentenced to fifteen years in the penitentiary. Every person who knew Bowen believed that the confession was false, and the rumor arose that he had been induced to make it under the assurance that he could not possibly escape conviction—although there was not evidence enough against him to be worth the consideration of a jury—and would be sentenced to a long term of imprisonment, whereas by confessing he would receive lenient treatment at the hands of the court. This confession was to relieve the officers of the company from financial and other responsibility for the disaster. Bowen himself made a declaration to that effect, but he was not heeded. The truth of it was not denied in after years by every one concerned in the affair. Bowen served his time and returned to northern Pennsylvania, and insisted that his name was Stonewall Jackson. He led thereafter a sort of tramp's life. He must have been almost a nonagenarian."

## Camels in America.

—About 1852 the problem of transporting army supplies on the Western plains became so serious that the War Department recommended the experiment of trying camels. Some time elapsed before the animals could be secured, and there first successful employment, so far as can be learned, was in 1857, when a train of camels conveyed the stores and baggage of a surveying party, locating a wagon road between Santa Fe and California. This first trial was attended by such good results that some time after 150 camels were imported for use in the southwest, and as late as 1876 a camel train was in operation between Yuma Tucson, Ariz. The camels thrived well, and did their work satisfactorily, but the hostility of the teamsters soon thinned their number, and their use was further rendered unnecessary by the spread of the railroad system. The teamsters hated the camels from the fact that all other pack animals were invariably stumped by the first glimpse of the forbidding humps, and the rifle was ever ready to cut off any camel that strayed from the train.

## QUEEN VICTORIA'S DOGS.

How The Pets of Royalty Live and Have a Good Time of It.

Dogs were first admitted to the court of England in the reign of Henry VIII. Under the present reign three dogs have been elevated to the highest canine dignities on account of their aristocratic families and their own peculiar merits. The names of the aristocratic Trio are Marco, Roy, and Spot. Marco is the Queen's favorite, and he used to be very jealous of John Brown. His ancestry can be traced back to the crusaders. He is what they call in England a Pomeranian, and at one of the recent dog shows won the first prize, the mug of honor. The other favorite, Roy, is a collie, and Spot is a fox terrier with a record of twenty-two rats in a quarter of an hour.

These canine lords have their residences with their special names. Her majesty's dog-palace is divided into three parts, the Queen's veranda, collie court, and umbrella court. The veranda is the principal one. It is a covered gallery around the kennel, and the Queen likes to walk there. Each kennel has a dining-room and a bed-room. The floor of the dining-room is separated from the veranda by an iron grating. It is paved with red and blue bricks, and the furniture consists of a trough, always full of fresh water. The bed-rooms have two large windows generally kept open for the purpose of ventilation, and in a snug corner in each room there is a low bed with a mattress of fresh straw.

Umbrella court gets its name from the big umbrella in the middle of it, under which the dogs can shelter themselves from sun or rain. A host of servants wait upon the canine nobility, and the Queen is very severe with the officials who do not pay proper attention to her dogs. A chief is provided for them, and his instructions are to vary the menu of the dinners of her majesty's pets and to consult their tastes.

## Not Much of a Sandwich.

Two fashionably-dressed young ladies were walking down the street, one on either side of a young man extremely well in attire, and equally meagre in proportions. A street Arab grinned at them, then remarked drily, much to the discomfort of the youth:—"Ain't much ham in that sandwich."

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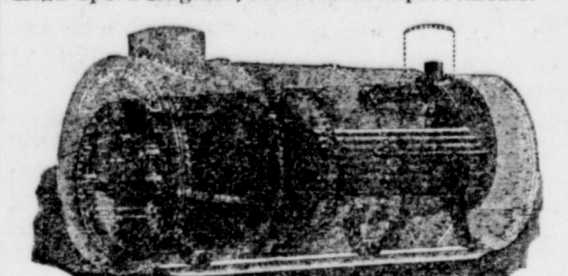
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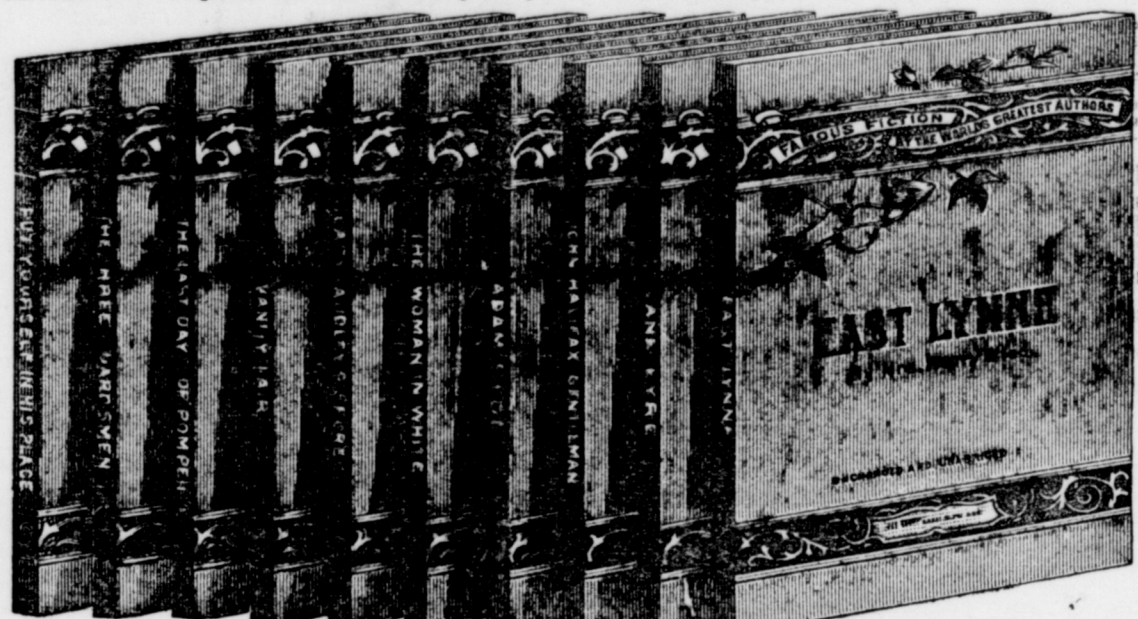
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